



THE COAST GUARD RESERVIST

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Coast Guard Fights Fire

Boat Coxswain, BM1 JERRY HAZLETT, earned his Reserve pay on the Fourth of July when he and his three-man crew aboard a 41-foot rescue craft averted an unplanned display of fireworks at the San Diego Yacht Club.

HAZLETT, a member of Coast Guard Reserve Unit San Diego 1, received an emergency call from the yacht club where a boat was reported on fire. HAZLETT and his crew of Regular Coast Guardsmen, proceeded to the club from their base at Coast Guard Air Station San Diego. The Harbor Police and the San Diego Fire Department were called and the Coast Guard was alerted "for back-up".

The Coast Guard boat was the first to arrive on scene and found a 47-foot cabin cruiser with an apparent electrical fire. "The skipper of the craft had just purchased her and was unfamiliar with much of the safety equipment," said HAZLETT. "There were 200 gallons of diesel fuel on board the yacht which was new and valued at \$135,000."

Members of HAZLETT's crew put the fire out in the "nick of time". Neither the Harbor Police nor the fire department arrived until after the fire was extinguished by the Coast Guard. Firemen later said that they would not be able to fight a fire effectively in the yacht club because their hoses would not reach. "In another few minutes, that fuel tank would have gone up and it would have taken about 12 to 18 luxury craft with it that were moored nearby," explained the boatswain's mate.

HAZLETT and his crew received a "well done" from the Commanding Officer of USCG Air Station San Diego.



A RESERVE MANNED 30 FOOT UTILITY BOAT PATROLS THE CHESAPEAKE BAY

Augmentation in Annapolis

If you should be out boating on the Chesapeake Bay this summer and end up in the drink, you may be pulled out by a professional mortician. Not only that, but your radio distress call may be answered by a bus company auditor, and the boat that comes to your rescue may be manned by the operator of a small trucking company.

These three men and others are helping to operate the usually thinly staffed search and rescue station at Annapolis, Maryland.

The reservists augmenting Coast Guard Station Annapolis, are assigned by Reserve Group Baltimore. CWO T. M. McHALE, a PBX Installer for C&P Telephone Co. of Maryland, and Officer-in-Charge of the Annapolis reservists, said, "We are recruiting right now, to fill out our complement. We have two Chiefs in training as Station Officers of the Day. Needed still are more Chiefs, and a full complement of

boatswains mates, engineers, radio-men and cooks, so that eventually they will be able to relieve the regular Officer of the Day and a boat crew every weekend of the month."

Station Annapolis is one of the busiest of all the search and rescue stations operated by the Coast Guard. Reserve or Regular, station personnel must be able to stay on top of the workload, not only in search and rescue, but in boat operation and maintenance, navigational aids maintenance, and traffic and oil pollution control.

In augmentation programs like the one at Annapolis, and others already established or just starting at Coast Guard field stations throughout the country, reservists are now becoming "part of the crew". Augmentation training is resulting in qualified relief and a new sense of mutual respect between Coast Guard Regulars and Reserves, bringing them closer to the goal of the "One Coast Guard".

THE ADMIRAL'S CORNER



If you think your "running mate" is the reservist you jogged with last summer at RTC Yorktown, guess again. Actually, a Reserve officer's "running mate" is the active duty officer to whom the Reserve officer is attached by law and who controls his or her movement through the selection and promotion process.

Derived from British Admiralty usage, the running mate system is currently used by the Navy, Marine Corps, and Coast Guard for the promotion of Reserve, Staff Component, and certain other officers not normally included on active duty promotion lists. The Army and Air Force have unit vacancy promotions based on the structures of the units as well as promotions based on years of service and time in grade without regard to vacancies.

Each Reserve officer transferred to or initially appointed to inactive duty is assigned a running mate who is the active duty promotion list (ADPL) officer of the same grade next senior to the Reserve officer in precedence. More than one officer can be assigned to the same running mate. In the grades of ENS through LT the average is 19 and for LCDR through CAPT the average is 3 Reserve officers assigned to the same running mate. Normally, a Reserve officer retains the same running mate throughout his service career.

When the running mate moves into a promotion zone, the Reserve officer moves into a Reserve promotion zone. When the running mate is considered for promotion by a selection board, the Reserve officer goes before a Reserve selection board as soon after his running mate as practicable; usually within 2 to 5 months. Reserve boards for selection to the grade of CDR are lagging active service boards for longer periods at this time. When the running mate is promoted, the Reserve officer who has been selected for promotion becomes eligible for promotion and is promoted as soon as a vacancy becomes available in the authorized Reserve strength for that grade. The Reserve officer is given the same date of rank as his running mate.

Under certain circumstances it becomes necessary to assign a new running mate. For example, either the Reserve officer or his running mate could suffer a loss of numbers, fail of selection, fail to qualify for promotion after selection, decline a promotion, etc. The procedures for assigning a new running mate are spelled out in and can be reviewed by reference to Section 782, Title 14, U. S. Code. They are not included here due to space limitations.

I would like to point out once again to our enlisted reservists that the Coast Guard Reserve has a continuing need for qualified junior officers for inactive duty. If you are interested and feel that you can meet the requirements for a direct commission that are contained in Section 1C of the Personnel Manual (CG-207), I urge you to make application and acquire a running mate of your own.

W. A. Schaub

Recruiting Up for 1976

As fiscal year 1976 came to a close, the recruiting statistics continued to be impressive. All the quotas for non-prior service personnel had been filled; the Selected Reserve strength was growing; and the average annual strength was fast approaching the authorized level of 11,700. Since the total enlistments for the year exceeded the beginning of the year enlistment projections by better than 10%, personnel involved in recruiting are to be commended for their hard work and excellent results.

Now is not the time, however, to depend upon past performance to carry us through; further challenges lie ahead. Beginning in FY-77, the Reserve will again put more and more emphasis on non-prior service personnel to maintain strength. In FY-77, the RP quotas will increase from 120 in 1976 to 400 and the RK quota will stay at 350, as this is the maximum number the training centers can handle in the summer months. To meet this increased emphasis, efforts must continue to enlist qualified personnel for these programs, while at the same time maintaining strength through the recruitment of veterans and direct petty officers.

The program to enlist experienced petty officers either as veterans or direct petty officers should be guided by the needs of the Coast Guard Reserve to fulfill its mobilization responsibilities.

Addresses Needed for W-2 Form

Wage and Tax Statements (Form W-2) for calendar year 1975 were mailed to Reserve members home addresses as shown on files at Headquarters. Out of 11,971 W-2 Forms issued, 621 could not be automatically mailed due to lack of any addresses in the Reserve members file; 401 had to be reissued due to insufficient or wrong addresses; and, 108 were undeliverable. Also, 553 W-2's had to be corrected due to late receipt of CY1975 ADT orders payments, (ITV's).

It is essential that a current mailing address for each Reservist be in Headquarters files by 30 November 1976 for mailing of the 1976 W-2 Forms.

Each Reservist must ascertain that his current mailing address will be included in Headquarters files via his Unit Commanding Officer; Unit Commanding Officer will submit his unit Reserve members current mailing addresses to his District Commander (r). District Commanders (r) will update address files and submit information by 30 November 1976 to COMDT (G-FIS-3a/84).

Reservists Take Small Boats Ops Course

Drilling in the land of eternal summer is not a vacation for reservists in Honolulu. Two Reserve units, Hono I and Hono II, operate in the Honolulu area. Due to the fine year-round weather and recreational activities, SAR boat crews are always on call. The presence of trained Reserve personnel provides assistance to the busy Regulars in Hawaii.

One of the objectives of the Honolulu Reserve units is to increase the proficiency, SAR capabilities and the availability of qualified boat coxswains. Recently, at Coast Guard Base, Sand Island, Hawaii, twelve reservists from the two Honolulu Reserve units attended a Small Boats Operations Course. The class was instructed by CWO2 MIKE EMERSON, a graduate of the Small Boats Operations course at TRACEN, Alameda. He was assisted by QM1 STAFFORD MORSE, who recently sailed a sailboat from Florida to Hawaii, a distance of over 6000 miles. The reservists received underway training on Base Sand Island's 41' UTB. They also attended formal classes in Piloting, SAR and Small Boat Engineering.



CDR J. A. ESPOSITO was recently awarded the Coast Guard Commendation Medal and cited for his achievement and performance while serving as Chief, Reserve Division, Fifth Coast Guard District from September, 1973 to July, 1976. While he served as Chief (r), the Reserve Division was restructured to meet training requirements through augmentation.

More on Servicemen's Group Life Insurance

Reservists who are in a drill pay status normally have premiums deducted from their earnings. Those reservists who are drilling in a non-pay status are required to pay premiums to the Coast Guard at least quarterly in advance. All reservists may pay premiums in advance, and they are encouraged to do so. Advance payments are desired on a quarterly basis to coincide with the fiscal year which begins 1 October.

Until recently, the earnings statement provided to each reservist each month has listed only the amount owed for SGLI premiums. The earnings statement has been changed to show the SGLI amount prepaid (credit balance) when an advance payment has been made, and the transactions against the account during the month.

The revised earnings statement for a reservist who has paid SGLI premiums in advance will show the SGLI credit balance at the end of the preceding month, any advance payments during the current month, the

premium charged during the current month, and the resulting balance at the end of the month. For example, the SGLI portion of an October earnings statement would appear as:

SGLI ADV BAL BF	9/31/76	\$20.40
SGLI	10/1/76	-3.40
SGLI ADV-CF BAL	10/31/76	17.00

If the reservist is detached from the unit in January with two months advance premiums remaining, his earnings statement would contain this SGLI accounting entry:

SGLI ADV REFUND	2/28/76	\$ 6.80
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Docks Inspected in Mobile

One of the important safety problems encountered at any waterfront facility, is the accessibility of fire fighting equipment into a congested area. Two reservists from CGRU Mobile decided to find out if the Alabama State Docks, Mobile, Alabama, were cleared for the passage of fire equipment. PS2 WAYNE S. DEAN, USCGR and PS2 C. E. PARMAR, USCGR who are employed by the Mobile Fire Dept. planned and coordinated a joint inspection of the docks in conjunction with the Mobile City Fire Dept. The firemen were able to familiarize themselves with the layout of the docks and requirements for warehouse storage. The inspection was considered to be successful and will be repeated each quarter.



SK1 JAMES R. HAYMANS, a member of the Forest Park (GA) Coast Guard Reserve Unit was recently awarded the Military Citizen of Georgia Award. He was one of only twelve people to receive the award from all branches of the Armed Services in Georgia. Secretary of Defense, DONALD S. RUMSFELD was the primary guest speaker at the award ceremonies.

Child Saved After Tank Explodes

On 2 June 1976, while on a routine sunset patrol near Pensalls Hassock Island in Hog Island Channel (NY), reservists aboard a 30-foot patrol boat heard an explosion and saw a huge metal structure hurled about 20 feet into the air. Within minutes, they arrived at Pensalls Hassock Island where a million gallons of raw sewage had spilled from an exploded sewage tank. Atlantic Beach Station designated the 30-foot boat as On Scene Commander. The reservists observed and recovered a blue aluminum boat with no passengers on board. They radioed this information to Atlantic Beach Station and then stopped several boaters in the vicinity to request pertinent information concerning the missing occupants of the recovered boat. They learned that two small boys were in the boat before the explosion, whereupon the reservists began searching for the lost boys. They were led by faint cries for help to one of the injured youths. He was choking and coughing severely and in a semi-conscious state. MK2 P. A. FALCO, USCGR, and BM2 G. A. BALZANO, USCGR, waded through the treacherous sludge to the injured boy and secured him with a line to prevent further sinking. BM2 BALZANO then administered first aid by clearing all debris from the boy's throat to establish normal breathing. He was treated for shock

and moved cautiously in case of broken bones. Police officials, the Fire Department, and public works officials assisted the reservists in removing the youth to a nearby hospital, where he was treated and operated on for a slipped disc. The second youth has not been recovered.

Thanks for the Reserve

Coast Guard Reserve Unit I of San Diego has received a letter of appreciation from the Officer-in-Charge of the Coast Guard Research and Development Center in Groton, Connecticut, for the unit's participation in obtaining oceanographic information for San Diego Bay.

Reservists of the unit gathered information over a two-year period studying the currents in the bay. The information enabled the R&D Center to prepare a field guide for predicting the movement of oil spills within the bay area.

Officer-in-Charge of the Research and Development Center, D. L. BIRKIMER wrote: "I wish to thank all the reservists who participated in this program. Their assistance in data collection was invaluable to the successful completion of our project."

CGRU Rescues Yacht

On the morning of 6 June CGRU Sabine Pass, Texas received a radio message from the distressed yacht CRYSTAL. CRYSTAL, a 68 foot wooden hull vessel with five persons aboard, reported a loss of both engines, a partial loss of electrical power, and that the boat was slowly taking on water. The position of the yacht was estimated to be fifty miles off shore.

With only one hour of their watch remaining, Coast Guard reservists BM3 SWAN and MK2 BROWN responded to the SAR call. The radar aboard the Reserve-manned 41 foot UTB proved to be virtually useless in locating the wooden hull yacht. At a position of about 48 miles offshore the crew managed to contact the yacht and received information on their relative position based on the yacht's radar. BM3 SWAN and

MK2 BROWN had reason to doubt the fix given to them by CRYSTAL. So the reservists were able to obtain a loran fix from a nearby fishing vessel and a loran fix from CRYSTAL which enabled them to proceed directly to the troubled yacht.

By the time MK2 BROWN and BM3 SWAN arrived on the scene the yacht had lost all electrical power. In worsening sea conditions MK2 BROWN boarded the yacht to assist in pumping and towing operations. Towing commenced at approximately 1245 with BM3 SWAN aboard the UTB and MK2 BROWN aboard CRYSTAL.

The yacht was safely docked about 1900 hours in threatening weather and a strong ebb tide without damage to either vessel.

An interesting sidelight to this episode is that in civilian life BM3 SWAN is employed by W. T. WICKERSHAM - the owner of the yacht CRYSTAL.

RESERVE OFFICER PROMOTION STATUS

The status of inactive duty Reserve officer promotions to LT through CAPT as of 1 August 1976 is shown below. Listed are the names and signal numbers of the junior officers on current selection lists for whom vacancies exist and whose running mates have been promoted. In addition, the officer position on the selection list and the number remaining on that list are shown.

Rank	Junior Reached	Signal Number	Position On List	Number Left
CAPT	Donald L. FRANTZ	200	13	0
CDR	Edwin J. ROLAND, JR.	701	26	0
LCDR	Walter P. HUBBS III	1834	107	23
LT	Donald A. QUICK	3401	262	63

DEPARTMENT OF TRANSPORTATION
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Oil Spill Clean Up

On 19 May, a tank barge in Cleveland Harbor snapped its towline and smashed into a breakwall in view of downtown Cleveland. The barge, containing approximately 600,000 gallons of heavy oil spilled about 5000 gallons into Lake Erie. High winds hampered the cleanup operations. Coast Guard reservists assisted for four days. The On-Scene-Commander commended the reservists, "We sincerely appreciate the prompt response time and the outstanding performance of all reservists who participated in the oil cleanup. Their support was excellent and contributed substantially to the success of the operation."

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RADM W.S. SCHWOB
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ENS B.L. EASON
Editor

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Members of the Coast Guard Reserve are invited to submit articles of interest to the Editor of RESERVIST for possible publication.

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